

SR 519 INTERMODAL ACCESS PROJECT – UPDATED TECHNICAL REVIEW

Common Assumptions		<ul style="list-style-type: none"> • 2030 design year. • Holgate Street closed by 2030. • Royal Brougham at-grade rail crossing closed. Pedestrian overpass and stadium area access accommodated. • Design accommodates freight trucks and Port intermodal needs. 								
Option A Royal Brougham Corridor		Description	Pros & Cons Summary	Traffic	Freight	Interstate Safety	Pedestrian Safety	Cost & Schedule		
Option A Royal Brougham Corridor		<p>Terminates I-90 at a new elevated intersection with Royal Brougham.</p> <p>Allows continued westbound access to Fourth Avenue for most traffic, along with new signalized westbound access to Royal Brougham corridor.</p> <p>Able to provide one westbound lane on Atlantic to allow for Mariners' garage access and westbound transit access.</p>	<p>Pros:</p> <ul style="list-style-type: none"> • Less expensive than Option B; and • Acceptable overall for traffic operations. <p>Cons:</p> <ul style="list-style-type: none"> • Royal Brougham grade west of First Ave; • Event traffic management traffic diversion more challenging than Option B; • Pedestrian safety concerns greater than Option B; and • Fewer phasing opportunities if required to match available cash flow. 	<p>Northbound I-5 traffic will only have access to Royal Brougham, southbound I-5 and westbound I-90 traffic will have access to Royal Brougham and Fourth Avenue.</p> <p>Projected four minute average westbound I-90 to First Avenue travel time.</p> <p>Better eastbound travel times within local street network.</p> <p>All intersections have acceptable 2030 AM/PM peak operations, except AM peak at the I-90 ramp at Fourth Avenue.</p>	<p>Will require a signalized left turn at the new Royal Brougham corridor connection.</p> <p>Trucks traveling westbound would be required to climb a 9% or 10% grade to a signal west of First Avenue. This would likely alter some truck routes, with trucks taking First Avenue to Atlantic. The grade is primarily driven by the northbound and southbound SR 99 clearance requirements and the need for a safe approach to the elevated intersection.</p>	<p>Will require driver information and management features beginning east of the I-90/I-5 ramp nexus to manage speeds and ensure required safety standards are met.</p> <p>The traffic models indicated longer queuing on the off-ramps than in Option B.</p>	<p>Results in highest traffic volumes passing through the stadium and Exhibition Center corridor.</p> <p>Will require local and interstate ramp traffic diversion before or after major Safeco and Qwest events.</p> <p>Event traffic management is improved from current conditions, but not as significantly as in Option B.</p>	<p>Total project estimate: \$66 M (60% 'likely cost')</p> <p>Likely completion date February 2012 (assuming funds available when required).</p>		
		Option B Atlantic Corridor		<p>Similar to the 2006 SR 519 Feasibility Study preferred option, but with Atlantic remaining two-way.</p> <p>Improvements include a new Royal Brougham local connector between First and Fourth Avenues.</p>	<p>Pros:</p> <ul style="list-style-type: none"> • Best overall traffic operations; • Best overall freight connectivity to Port terminals and Duwamish area; • Best for event traffic management traffic diversion; • Best for overall pedestrian safety; and • More flexibility in adjusting to cash flow restrictions. <p>Cons:</p> <ul style="list-style-type: none"> • Most expensive option. 	<p>Northbound I-5 traffic will only have access to Atlantic, southbound I-5 and westbound I-90 traffic will have access to Fourth Avenue and Atlantic.</p> <p>Projected two minute average westbound I-90 to First Avenue travel time.</p> <p>Better westbound travel times within local street network.</p> <p>All intersections have acceptable 2030 AM/PM peak operations</p>	<p>Will require surface street improvements along East Marginal Way/Atlantic/Colorado to ensure efficiency of Port intermodal cargo movement. These or lesser improvements may also be coupled with the other options.</p> <p>Trucks from I-90/I-5 can use Fourth Avenue and/or Atlantic to access the Port and local destinations.</p>	<p>Will require driver information and management features beginning east of the I-90/I-5 ramp nexus to manage speeds and ensure required safety standards are met.</p>	<p>Due to a better distribution of interstate traffic, event traffic management conditions would see the greatest improvements from current conditions under this option.</p> <p>Will require local and interstate ramp traffic diversion before or after major Safeco and Qwest events.</p>	<p>Total project estimate: \$74.4 M (60% 'likely cost')</p> <p>Requires slightly greater acquisition at Mariners' plaza site (First and Atlantic) than the other options.</p> <p>Likely completion date February 2012 (assuming funds available when required).</p>
				Option C Local Improvements		<p>Improves SR 519 locally rather than incorporating revised interstate access.</p>	<p>Pros:</p> <ul style="list-style-type: none"> • Roadway improvements can be built with the funds in-hand; and • Provides improved local street operations through AWW project construction. <p>Cons:</p> <ul style="list-style-type: none"> • Traffic model shows pronounced interstate queuing problems developing over time. 	<p>Potentially provides for the next 10-15 years of local street intersection traffic needs without a revised interstate connection.</p>	<p>Trucks continue to use the existing Fourth Avenue/I-90 ramp.</p> <p>Provides additional capacity and improved movement through the Fourth and Atlantic and First and Atlantic intersections.</p>	<p>Modeling indicates significant interstate queuing concerns develop with this option. These queuing concerns reflect the 'no-build' future conditions that exist without revising the existing interstate connection.</p>